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AROUND THE LAKES.

CLEVELAND.

Captain W. J. Westcott, of Detroit, visited this port on Monday.

The passenger traffic and excursion season on the lakes is virtually over.

Captain D. M. Becker has temporarily withdrawn from the ship brokerage business.

The propeller C. H. Green, which twisted her rudder stock a few days ago, had it repaired at Pressley's dock.

Mr. B. Whitaker, of the firm of Whitaker & Son, Detroit, shipbrokers and insurance agents, was in the city this week visiting his brother-in-law, T. Fitzpatrick.

Mr. E. M. Peck, formerly a Cleveland shipbuilder, and now president of the Western Transportation Co., of Detroit, was in the city Tuesday.

Captain Henry Brock, of the firm of D. M. Becker & Co., has accepted the position of master of the S. V. R. Watson, vice Captain Cramer retired on account of ill health.

The schooner L. L. Lamb, recently aground on Fighting Island, arrived here Tuesday, in tow of the propeller Rhoda Stewart, which released her. The Lamb will discharge her cargo and go in drydock.

At the Globe drydock the propeller Cormorant got about forty feet of new plank in her bottom and had her buts calked. The steambarge C. H. Green got a new shoe, had her rudder barrel repaired and buts calked. The tug Niagara had a loose wheel tightened and the schooner George Sherman will have a mysterious leak stopped.

Staff Commander Boulton, of the royal navy, who is now in charge of the hydrographic survey on Georgian Bay, has reported the following new shoals, which have been buoyed: Gold Hunter Bar, in Smith's Bay, bearing Split Rock northeast of Heywood Island; Loon Island rock, on the western shore of Manitowaning Bay.

Although W. H. Rogers is not exactly a sailor man, he served quite a while with the volunteer crew of life savers at this port, when it was first organized, and the instinct which he thus acquired to save life has not entirely deserted him, as is evidenced by the fact that he rescued the boy who tried to board the tug American Eagle and fell into the river, at the fire Sunday night.

We have repeatedly called attention to the fact that the shipping property in the different ports was left comparatively to the mercy of thieves, and facts are being brought to light every day which show it to be the case. The schooner H. J. Webb, lying in the old river bed, was boarded by thieves Tuesday night, and a large quantity of rope valued at $105 stolen. Inasmuch as vessel owners are required to pay tax on their floating property, the same as other property, it is but justice that they should be protected in the possession of that property, which can only be done by a proper system of harbor police.

Shortly after midnight on the 17th the Canadian schooner Queen of the Lakes was driven ashore by the force of the blow at Avon Point, near Lorain. She is very close in shore, said to be not more than thirty feet from it, and so near that her master, Captain Sullivan, succeeded in reaching land by a line thrown from his vessel on shore and made fast to an apple tree by the wife of Captain Titus, of the N. C. West. The river tug Quayle went to her assistance and is still at work on her. The Queen of the Lakes is owned by Captain P. D. Congor, and was on her way light for Lorain, where she was to load coal for Toronto. She is valued at between $7,000 and $8,000, and is insured in the pool companies for $5,000. The Queen of the Lakes was built at Portsmouth by Ault in 1858, rebuilt in 1876, hails from Belleville and is owned by C. J. Starling, classed B1 and measures 347 tons. She would have been released long before but for a bar that has formed between her and the lake, and which will not float a vessel drawing over four feet of water. As soon as a strong wind from across the lake raises a heavy sea and thus piles up the water on the bar the schooner can be easily pulled off. She is safe enough for the present, however, where she now lies.

Freights are steady and firm although cargoes are scarce. The prevaling lumber freights are as follows: East Saginaw to Buffalo, $1.62½; East Saginaw to Ohio, 1.50; Bay City to Buffalo, 1.50; Bay City to Ohio, 1.25; ore rates firm at 75@80c from Escanaba and 1.10 from Marquette to Ohio ports.

The propeller Progress will load coal at Buffalo for Milwaukee at 60 cents.

The line storm, which has been brewing for a week, made its appearance yesterday at the rate of forty miles an hour, but up to this writing did not cause much damage, and was probably quite as severe on Lake Erie as in any other quarter. At Buffalo the wind attained a maximum velocity of 27 miles an hour; at Toledo, 38 miles; at Sandusky, 42 miles; at Detroit, 38 miles; at Port Huron, 36 miles; at Escanaba, 25 miles; at Milwaukee, 14 miles; at Chicago 10 miles. Lake Superior appears to have escaped with a comparatively light gale, as the wind at no place on that lake is reported as blowing over fifteen miles an hour.

Yesterday the board of fire commissioners, accompanied by Chief Dickenson, visited the Globe shipyard for the purpose of inspecting the iron tug just being completed. The majority of the visitors seemed to be well pleased with the merits of the tug for the purpose she would be required, but some thought that she should be a double-ender with much beam and deck room for the purpose of carrying away property. If those wise men are so careful to consider the precious moments involved in turning a tug around and insist that she should be able to run either backward or forward to a fire, it would appear that they should be desirous of keeping her there during the prevalence of a fire, and not require her to load merchandise and spend much time in conveying it to a place of safety. That could be done by an ordinary flat boat or scow. How would a fire tug look running away from a fire with a deck load of lumber, a cargo of coal, a thousand sewing machines, or a great number of petroleum barrels, however large she might be? The place for the fire tug is where the fire is burning, and where she could save more property by pouring water on it than could the most beamy boat in freighting herself with valuables in the river locality. As regards valuable books and papers, the tug inspected could care for them as well as a much larger craft with a bow on each end, and as an ice breaker it would not be easy to find her superior.

THE first shipment of boats to navigate the Nile arrived safely at Alexandria on the 22d, and was forwarded to Assiout.

CHICAGO.

Special to the Marine Record.

The schooner Pilgrim arrived on the 17th, leaking badly.

The steambarge M. F. Butters and the schooner Jennie Mullin were in collision on the river Monday, and the latter lost her headgear.

J. S. Dunham's wrecking tug T. T. Morford left this port Saturday to tow the schooner J. H. Howland from the Straits to this port, where her cargo is consigned.

The new steamt arge Philetus Sawyer, recently built at Green Bay, arrived at this port last week on her maiden trip. She brought along 333,000 feet of lumber. She is a good looking, substantially built boat, and is in command of Captain J. Munger.

The fine new steambarge Waldo A. Avery arrived at this port last week on her maiden trip. Her fine proportions and handsome appearance was much admired. Captain Henry Ellis, formerly of the Belle Cross, is her commander. She took on a load of corn for Buffalo.

The propeller J. L. Hurd arrived on Sunday from Milwaukee, looking better than before her late disaster occurred, having undergone a large amount of repairs and refastening at Wolf & Davidson's ship yard.

Captain James Shea, of the tug Shelby, picked up two young men named Riebel and Fieldman off the marine hospital last Sunday, and brought them to Chicago. They had started out from La Roche for a row, and the water being rough, their boat capsized and they narrowly escaped drowning.

Lake freights were firmer to-day at 1½@ 1¾c for corn and 1¾c for wheat to Buffalo.

At Miller Brothers' drydock the schooner Emily B. Maxwell was in drydock to get a leak stopped; the tug Uncle Sam for a new rudder; the schooner Myrtle for calking; the schooners George and Ray S. Farr, the steambarge Annie Laura, the Sturgeon Bay Lumber Company's scow No. 1 and the tug Boss, all to get leaks stopped. The steambarge T. W. Snook, which is receiving a rebuild, will come out of drydock this week.

At the Chicago Drydock Company's yard the steambarge Swallow was in drydock with a loose wheel; the tug Monitor had her stern bearing fixed; the schooner Japan got a leak stopped; the schooner Robert Howlett was in for calking; the schooner Walter Smith got a new jibboom; the steambarge R. C. Brittain had her topsides calked; the scow Four Brothers had some new plank in her bow; the schooner John Raber had her topsides calked, the steambarge A. E. Wilds had her cabin fixed. T. W.

PORT COLBORNE.

Special to the Marine Record.

The Oneida was detained at the Welland acqueduct two days. The captain claims that while being detained there another boat drawing six inches more water than the Oneida was allowed to pass through. The propeller W. J. Averill, Captain L. W. Bailey, was also detained eighteen to twenty hours, caused by the water running out of the acqueduct. The walter L. Frost, Captain Howard, is always detained a number of hours on every trip. The acqueduct being on a level with Lake Erie, it is thought that if the lock be kept closed at Port Colborne the evil would be remedied at once, unless it is through some favoritism or benfit to certain vessels or masters, when a change of management would be neccessary to effect the desired improvement. A

ESCANABA.

Special to the Marine Record.

Four vessels were discharging cargoes of coal along the docks on Monday. Pretty fair business for these dull times.

The U. S. lighthouse supply steamer Dahlia, Lieutenant Commander Cook, U. S. N., was in port on Sunday last, having run in to look after the buoy reported out of order at Peninsula Point. From here she went over to Poverty Island to leave a small boat for the light keeper there, and thence to supply the several winter stations along the lakes with their regular allowance of fuel.

Captain Sargisson of the schooner Barnes, arrived in port on Tuesday night, having made the run from Chicago in twenty-three and one-half hours, steamboat time.

Mann Bros. log scow, as long as a bridge and as broad as a wharf, was in our bay this week, having been towed up by the tug Goldsmith. She has four derricks, with an engine to work them, and carries no end of logs, besides, being seaworthy in all kinds of weather.

The City of Green Bay failed to put in an apperance on Monday, having been laid up to repair a wheel flange which gave out on her last trip up the bay.

Total shipments of iron ore from this Peninsula to date of reports foots up 1,968,961 gross tons, of which 1,153,343 tons were shipped at Escanaba; shipments of pig iron were 10,234 tons and of quartz 181 tons.

E. G.

FRANKFORT.

Special to the Marine Record.

The steambarge W. H. Gratwick and consorts, Selden E. Marvin and Robert L. Fryer left yesterday with nearly two million feet of pine lumber for Tonawanda.

The scow Minnehaha sailed this afternoon and the Captain neglected to take out his clearance. The deputy collector of customs discovered it and sent the tug D. P. Hall out into Lake Michigan to catch the vessel, which she succeeded in doing and brought the captain back to port when the custom officers gave him his clearance with a reprimand. The captain pleaded ignorance and thus the matter was dropped.

The schooner C. Amsden, a steady trader to this port claims to fly the largest Cleveland and Hendricks banner on the lakes it is a monster. The propeller Sanford claims to carry the smallest.

She schooner Dan Mabie unshipped her rudder while laying at Burnham's Pier, but was brought in port safely by the tug Hall. A small sloop yacht had a narrow escape from foundering, and came in waterlogged.

The United States revenue cutter Andrew Johnston arrived in port on the 22d. Captain Davis is still in command. He is very popular among the vessel men on Lake Michigan. This is something unusual, as generally a sailor is down on government men. But Captain Davis has been a kind of a guardian angel to distressed vessels, hence his popularity.

An engineer of the life saving service was here this week surveying the site for the new station at the mouth of Frankfort harbor. He thinks that it will be put up early next spring, as soon as an appropriation is made for it. C. B.

PORT HURON.

The Star Line steamer Idlewild has discontinued her regular Friday excursion to

[Continued on 4th page.]

MARITIME LAW.

District Court, S. D. Ohio, 1883.

1. NAVIGATION LAWS—INTERSTATE COMMERCE—DOMESTIC TRAFFIC.

The navigation laws do not apply to the case of a vessel whose trips are confined to points inside one state and have no connection with any point outside that state.

2. SAME—POWERS OF CONGRESS—DISPOSITION OF THE COURTS—OBITER DICTA.

Congress has the power to prescribe the law of the highway so far as may be necessary to protect interstate commerce, but no court will undertake to expound the constitution, and declare incidental powers, unless the question is directly presented and the case imperatively requires it.

3. SAME—STEAMER—BARGES IN TOW—EFFECT IN LAW.

A steamer being subject to the navigation laws, the mere fact that she took barges in tow has nothing to do with the proper navigation of the river.

Channing Richards, United States district attorney, for plaintiff.

William H. Jones and Moulton, Johnston & Levy for defendant.

Sage, J. This is an action to recover $200 penalty upon each of the two counts of the petition for violation of section 4,492, Revised Statutes. The allegations of the first count are that on the twenty-first day of September, 1881, John C. Powers, the defendant, was sole owner of the Gretna Green, a steamboat duly enrolled and licensed under the laws of the United States; that on that day she towed two barges, carrying a large number of passengers, on the Ohio river, from Maysville, Kentucky, to a point in Mason county, Kentucky, occupied as a "fair grounds," and that the barges were not then and there supplied with life preservers, axes, buckets etc., as prescribed by the board of supervising inspectors of steamboats under the laws of the United States. The second count is for like penalty for towing the barges from "fair grounds" back to Maysville, the same day. The defendant demurred on the ground that the navigation laws of the United States were not applicable to these barges, inasmuch as they were not employed in interstate commerce.

In the case of Gibbons v. Ogden, 9 Wheat. 1, the supreme court of the United States decided that the power of Congress comprehends navigation within the limits of every state in the Union, so far as that navigation may be connected with commerce with foreign nations, or among the several states, or with the Indian tribes, and that it might pass the jurisdiction and lines of a state.

In Sinnott v. Com'rs, 22 How. 227, the supreme court held that the law of commercial navigation of the country is placed by the Constitution under the regulation of Congress, and all laws passed by that body in the regulation of navigation and trade, whether foreign or coastwise, is therefore but the exercise of an undisputed power.

When, therefore, an act of the legislature of a state prescribes a regulation on the subject repugnant to and inconsistant with the regulation of Congress, the state law must give way. But the supreme court also held that the power of congress over the subject does not extend further than the regulation of "commerce with foreign nations and among the several states, and with the Indian tribes."

Coming down to the case of the Daniel Ball, 10 Wall. 557, the supreme court held that the limitation of the power of Congress over "commerce with foreign nations, among the several states and with the Indian tribes," necessarily excluded from federal control all that commerce which is carried on entirely within the limits of a state, and does not extend to or affect other states.

Then in Hull v. DeCuir, 95 U. S. 485, where a steamboat plying between New Orleans, Louisiana and Vicksburg, Mississippi, took on board at New Orleans a colored woman for Hermitage, a landing place in Louisiana, who was refused accommodation, on account of color, in the cabin set apart for white persons, and brought suit under an act of the general assembly of Louisiana to enforce a provision of the constitution of that state, and for $75,000 damages, it was held by the supreme court that inasmuch as the steamer was engaged in interstate commerce, she was not subject to the legislative control of the states along the line of the river where she navigated, but that the legislation of Congress, applicable to her navigation was exclusive, and the judgment of a state court of Louisiana against the boat was set aside.

In all these cases the limitation of the power of Congress to the control of commerce among the several states is distinctly recognized, and also that Congress has no power to make navigation, or to control the commerce which is entirely within the limits of a state. It is true that in the case of the Daniel Ball, the steamer was plying on the Grand river, altogether within the State of Michigan, and bringing freight up the river which was from points outside the state to points in the state, and it was therefore held that she was engaged in interstate commerce; that it was not necessary that the freight should be carried on the same vessel from one state to the other.

In the case at bar the petition shows that the barges were being towed from one point in Kentucky to another point in the same state, and that her trips had no connection whatever, by any possible construction, with any point outside the State of Kentucky. The navigation laws of the United States, then, clearly, do not apply.

But it was argued with great ingenuity that inasmuch as the Ohio river is a great highway for interstate commerce, Congress has the power, incidental it may be, to enact the law of that highway; otherwise, a steamboat plying exclusively between points of the same state might refuse to recognize a code of signals for meeting and passing prescribed in accordance with the act of Congress. But that is not this case. The complaint is that the barges were not provided with the means of safety for passengers as prescribed by Congress. They were in tow of a steamer which, the petition shows, was regularly enrolled and licensed, and subject to the laws of Congress. It may be that Congress has the power to prescribe the law of the highway so far as may be necessary to protect the interstate commerce, but no court will undertake to expound the Constitution and declare incidental powers, unless the question is directly presented, and the case imperatively requires it. The steamer which had these barges in tow, being subject to the navigation laws of the United States, the mere fact that she took in tow the barges had nothing to do with any interference with the proper navigation of the Ohio river.

In the judgment of the court, the navigation laws of the United States have no application to the case presented by the petition. The demurrer is therefore sustained, and the petition dismissed.

THE WAUBUN.

The handsome little propeller, the Waubun, of Ashland, which came here a few days ago to be calked and repaired a little, is now in first-class trim and will leave for Ashland this afternoon. The staunch little craft, of which her owner, Captain Brower, is justly proud, was originally built by a resident of Green Bay, named Fulber, and cost him $26,000. At that time all her cabin metal work was of solid silver, and some idea of the expensive outfittings which constituted her adornments may be gathered by a glance at the cabin. It is furnished throughout in paneled black walnut, has a sideboard that cost $1,500 and is fitted with velvet and plush cushions. All the lockers are lined with velvet, nickel plate abounds, and stained and ground glass are in the windows. The parties who owned her subsequent to the ownership of Fulber, sold $2,000 worth of solid silver off her and still there is some left. Captain Brower, in bringing the boat up from Green Bay to Ashland last fall, or rather, in attempting it, (for the ice finally forced him to winter at Sheboygan, Mich.,) was out in the storm which wrecked the Manistee, when the thermometer registered 10 below zero. He was accompanied on that occasion by Frank Bell, and these two safely manned the craft and carried her through the gale. Mr. Bell is still employed on her. The boat is eighty feet long and fourteen feet beam, has two 10x12 engines, a five foot wheel and has a record of eighteen miles an hour under steam, and twenty-one miles an hour under steam and sail combined. The run from Ashland to Duluth was made in six hours. She is employed while in regular service, between Ashland and Bayfield, alternating with the propeller Barker on that route.—*Duluth Herald.*

AMERICAN fishermen sail from Gloucester, Mass., to the shores of Iceland in pursuit of their avocation. A schooner returned from that region a few days ago bringing a full cargo of halibut. The vessel and crew was sent out as an experiment to learn the fishing resources of Iceland. So successful has been the trip that many vessels will be equipped for these grounds another season.

THE OSWEGO BREAKWATER.

Our citizens generally have no idea of the extent of the work being done in and about Oswego harbor. The work in progress during the present season has been the completion of dredging at the mouth of the river and entrance to the inner harbor, the repair of the superstructure of the west breakwater and preparation for the construction of the proposed spur to the west breakwater.

The deepening and widening of the channel of entrance to the river has been completed, so as to give a depth of about 18 feet at the mean stage of the lake. This work carries deep water to about abreast of Schuyler street.

The repairs of the west breakwater consist in cutting down the old work to below the water surface and upon the foundation thus obtained rebuilding the superstructure upon a new plan. The experience of the past has demonstrated that to maintain the work against injury from gales it was necessary to give increased strength to the deck or covering of the breakwater. To accomplish this the breakwater is being rebuilt with a parapet, 12 feet wide, along the lake face of the work and carried to a height of 14½ feet above low water. The remaining width of the breakwater is 23 feet and this width is rebuilt to a height of 5 feet above low water, or 9 feet below the top of the parapet. In rebuilding this work an effort has been made to add largely to its former strength.

The work now in progress on the above plan and to be completed during the present season, will cover about 3,000 linear feet of the west breakwater. It is contemplated continuing the same plan of repairs next season, so as to place the whole length of the breakwater in through repair. A part of the timber used in the work has been creosoted so as to guard the most important parts of the work against decaying. Over two million feet, board measure, of timber will be placed in this part of the work during the present season. It has been a favorable season for doing work since, the weather has permitted almost continuous work during the past three months, and labor has been abundant. During the month of August about 350 men were employed upon the work, making a monthly pay roll of about $14,000.

A contract has been made with James B. Donnelly of Oswego, for building a spur to the west breakwater at a point about 250 feet west from the entrance. This spur will be a massive crib 100 feet long, 40 feet wide and 14 feet above the surface of the water. The spur is placed at right angles to the line of the breakwater, and its object is to arrest the accumulated waves which roll along the face of the breakwater and across the entrance during northwest gales. In the past, vessels have had great difficulty in entering the harbor during the severe gales of the fall and it is hoped that the construction of this spur will partially remove the difficulty of the past. Mr. Donnelly's contract for building the spur will be completed this season.

The value of the exports and imports of Oswego harbor is from $9,000,000 to $10,000,000 per year and the amount of revenue collected by the government thereon is from $800,000 to $900,000 per year.

Over 2,500 vessels annually enter and clear from the harbor and its importance fully justifies the annual appropriations which have been made by congress and lead to the hope that they will be continued to the completion of the work proposed.—*Oswego Times and Express.*

"NOT GOOD TO TIE TO."

The origin of the expression, "It won't do to tie to," was explained to a Republican reporter the other day, and it may be of interest to our readers to know the particulars.

About thirty-five years ago, according to the reporter's information, Captain Swan, now a resident of this city, and an octogenarian, was coming up on his boat from New Orleans to St. Louis. When near the mouth of the Red river the captain decided to run ashore and tie up for the night. The mate ordered a plank thrown out where a dark object, supposed to be a stump, seemed to offer a good opportunity to tie up. A man was ordered out at the end of the plank and commenced winding the rope around the object to secure the boat, when a huge paw struck him, almost knocking him into the river, and tearing a great rent in his clothes. The supposed stump proved to be a bear, who sat on his haunches watching the boat, while the light blinded his eyes. The man scrambled for dear life and succeeded in regaining the boat, when he exclaimed: "That's a mighty good place to land, but that bear ain't a good thing to tie to."

DEATH OF A REVENUE OFFICER.

Lieutenant E. L. Wade, of the revenue cutter Bibb, died at the home of his brother, in Chelsea, Mass., on Friday, the 5th inst., and was buried Tuesday. It will be remembered that Chief Engineer Kelley, of the Bibb, undertook the difficult task of taking Lieutenant Wade to Massachusetts. To accomplish it, Mr. Kelley's ingenuity, tact and courage were taxed to the utmost. Lieutenant Wade was a large, fine-looking young man, and a favorite with all who knew him. After being taken to Massachusetts he grew gradually worse, and wasted away until he was a mere skeleton of his former self; and he died without recovering his reason.—*Ogdensburg Journal.*

THE FIRST STEAM WAR VESSEL.

There has recently been discovered in the the Navy Department, among the archives, a report submitted to the President in 1814, signed by Commodore Decatur, Commodore Perry, and other famous old sea dogs of that age, endorsing the model of the steamboat submitted by Robert Fulton for the use of the navy, which at that time was composed entirely of sail vessels. Fulton tried to get the Navy Department to adopt his invention for the use of steam as a propelling power, but found it very difficult to do so because of the opposition that always exists to innovation, but he finally succeeded in persuading the Secretary of the Navy to submit his model to the test of a board composed of the officers of the highest rank, who reported as their conclusions that Mr. Fulton's steamboat "could move at the rate of four miles an hour without the aid of wind or tide."

In addition they reported "that with it the navy could gain advantages over the enemies' vessels, in our ports, harbors, bays and sounds, and be rendered more formidable to an enemy than any engine hitherto invented. She would be equal to the destruction of one or more seventy-fours, or compel them to depart from our waters. We therefore give it as our decided opinion that it is among the best interests of the United States to carry Mr. Fulton's plan into execution."

Ericsson did not have such good luck. He invented the propeller, and, after submitting it to the naval authorities of Sweden, Russia, Germany, France and England, by which it was rejected, he brought the model to America and placed it at the disposal of the United States government. A board of admirals was appointed to study it, but unanimously reported against its adoption, on the ground that a vessel could not be steered if the propelling power was placed in the rear. Ericsson was very much disappointed, and went to Congress, where, after years of lobbying, he finally succeeded in procuring the passage of a bill, authorizing him to attach his propeller to a naval vessel at his own expense. He did so. It was a success, and the government adopted it finally, after a long war with the "old fogies." Several times after he attempted to secure an appropriation, to reimburse him for money expended upon this vessel, and, although his invention was in use throughout the entire navy and throughout the entire world, Congress refused to pay him, nor did he ever receive compensation for the monitor which he invented.—*Pitsburg Dispatch.*

HOW THE MONTICELLO RIGHTED.

During the fore part of this week the tug Champion was unable to work effectively on the wrecked schooner Monticello on account of the gale which had been blowing. On Wednesday, however, although quite a gale was blowing, she started to work on her and by noon had the scow Vampire and schooner Kate Kelley, which were to answer the purpose of pontoons, placed in position. In the afternoon they started to right the schooner, which was lying on her side. In order to do this it was necessary to fasten a rope to the top of one of the Vampire's masts This being done the Monticello's masts were pulled up to the Vampire, and the schooner was held in this position until the Kelly was placed at the side of her and chains passed under the Monticello's hull. After the chains had been placed around the schooner beams were placed across the Vampire and Kelly, between which was the Monticello. After this was done the chains were made fast to the beams and the wreck was held in an upright position with the top of her deck a few feet below the surface of the water. The Champion then left her in this position and started for Detroit, arriving here early yesterday morning. The Winslow has left to complete the work of raising the schooner. Her decks will have to be raised above the water in order to pump her out after she is patched up. The wreckers are of the opinion that they will have her patched up and pumped out some time to day. She will be brought to this port and docked.

The Mott is still in her old position and the insurance company has not yet let the contract of raising her. She has only 600 tons of coal instead of 700 as reported on board. The captain of the Mott says that in his opinion the schooner is not worth raising as she was damaged so extensively by colliding with the Monticello.—*Detroit Free Press.*

THE SCHOONER JOHN T. MOTT.

O. H. Brown who went to Detroit to look after the affairs of the schooner Mott, sunk off Colchester light, says that according to the story of the mate and crew, the schooner Monticello was to blame for the accident. Mate Greenfield claims that it was his watch on deck Captain Cronley being below. The Monticello had no red light up and as they could only see the green light the Mott kept away and the accident resulted. The Monticello struck the schooner with tremendous force crushing the bulwarks and even the decks forward driving the bowspirit inboard. Mr. Brown says the schooner lies partly on her side with the topmast out of water. She has been abandoned to the insurance company but they have not accepted her. He thinks the schooner might be raised. It is understood that there is no insurance on the Monticello.—*Oswego Times.*

THE LATE JAMES YOUNG, CHEMIST, OF GLASGOW.

Special Correspondence Marine Record.

CHICAGO, September 20.

When a poor boy, by diligence in the use of his talents, he arose up far above his fellows, and fortune showered upon him the reward of merit. Shafts of envy or of ridicule were robbed of their sting, and James Young has been held up before youth to show to what they can attain by following his example; and the footsteps he trod, in walking through life's journey, are jotted down as milestones on the way, that the progress made might be surely calculated. As the inventor of paraffine oil he became a benefactor, and at the same time amassed a fortune which he could not spend; and as success had crowned him king in the chemical world, he turned his face seaward, and sought renown in his later days as a yachtsman, and having both time and money, he lavished them on the object of his desire. Although sailors are represented as spiders, being fond of weaving, it is enough to say that Young's hobby in his time of relaxation was in having the best and fastest sailing schooner yacht, and he had one of which any sailor might be proud (its name I forget.) When he crossed the threshold of the club room, his familiar associates dubbed him "Old Paraffine," to which he offered no objection, but at other times and in other places he was addressed simply as Mr. Young. But there was another yacht beside that of Mr. Young's which gave him great concern, the Aimara, as its boast was the best and fastest sailing sloop in the world, belonging to Mr. John Wylie, of Glasgow, and could spread over 4,000 yards of No. 1 extra canvas, 1,360 of which was in her mainsail. When a race took place, the prize generally lay between these two boats.

In 1873, the opening cruise of the Royal Northern Yacht Club took place from Gowrock to Lamlash Bay, Island of Arran, and from thence to Campbelltown. The Earl of Glasgow was commodore or umpire. About thirty yachts participated Half an hour behind Mr. Young's schooner, the Aimara made her start from Lamlash, and while rounding the stake boat at Campbelltown, ran foul of a fishing smack anchored beyond. Mr. Young, in his haste, seeing the stoppage of his rival, hoisted the would-be victorious pennant, but afterward was obliged to lower it when the Earl of Glasgow went on board. A sore spot was touched when Mr. Young found the Aimara had carried off the prize, notwithstanding the delay. There was a good deal of earnest talk in a high key, which was finally ended by Mr. Wylie, saying: "Maun, Mr. Young, what's the use of your taking; we were fully half an hour fishing aside of that smack before you got in!"

JAS. BARNET.

LITERARY NOTICES.

HARPER'S MAGAZINE for October is an exceedingly interesting number, with over sixty fine engravings. The frontispiece is from a charming drawing by E. A. Abbey, illustrating William Black's "Judith Shakespeare." The eleventh part of Mr. Roe's popular novel, "Nature's Serial Story," is even more richly illustrated than usual. The third part of "The Great Hall of William Rufus," by the Rev. Treadwell Walden, contains many novel and impressive historical pictures; and the seventh part of Boughton's "Artist Strolls in Holland" is enriched not only by the author's quaint sketches, but also by some very effective pictures by J. E. Rogers. Frank R. Brown contributes an interesting paper on Monterey, with nine excellent illustrations. R. F. Zogbaum contributes a sketch on the English camp at Aldershot. James D. Hague contributes an entertaining reminiscence of Mr. Darwin, which is accompanied by the best portrait of the naturalist that has ever appeared. The opening article of the number is an interesting illustrated paper on Copenhagen, as associated with Hans Christian Anderson, by Horace E. Scudder. William M. Ivins contributes an important and timely paper on "Municipal Finance." Mr. George William Curtiss, in the Easy Chair, makes a plea for the usefulness of Arctic exploration, and discusses the present position of the House of Lords and other timely topics. The other editorial departments are well sustained.

The October ATLANTIC contains several articles which will appeal to widely different classes of readers. Dr. Mitchell continues his excellent story, "In War Time;" Francis Parkman, the distinguished historian of Colonial America, writes of the "Battle of Lake George;" Elizabeth Robbins Pennell discusses the "Relation of Fairies to Religion;" Louisa Imogen Guiney praises Leigh Hunt, whom she styles "An English Literary Cousin;" Bradford Torrey describes various "Minor Songsters;" George Houghton has an article entitled, "Washington and his Companions Viewed Face to Face;" J. Howard Corbyn furnishes the short story of the number, "Buckshot; A Record." The classical article of the number is by William Shields Liscomb, on "The Migration of the Gods;" Margaret Bertha Wright gives an account of a French "Bourgeois Familiy;" Charles Forster Smith writes of "Southern Colleges and Schools:" Edith M. Thomas contributes a charming short article on "The Solitary Bee;" and an anonymous writer, but evidently one who wields a practiced pen, writes a second article on "The Lakes of Upper Italy." There are poems by Oliver Wendell Holmes, Celia Thaxter, and Augustus M. Lord.

The October CENTURY, which closes the twenty-eighth volume of this magazine, contains the announcements of some of the features of the coming magazine year, chief among which is an illustrated series on "Battles and Leaders of the Civil War." Prefatory to these articles is the opening paper in this number, on "Lights and Shadows of Army Life," by George F. Williams. Henry Bacon, of the art colony in Paris, writes interestingly of Rosa Bonheur, whose portrait is engraved, together with several views of her studio and dwelling and one of her well-known paintings. Brander Matthews writes with the knowledge of a friend a literary criticism of Austin Dobson, whose portrait is the frontispiece of the number. The other illustrated papers are Dr. Eggleston's article on "Social Conditions in the Colonies" Prof. Langley's second paper in his untechnical series on "The New Astronomy," describes in a popular way "The Surroundings of the Sun." W. J. Stillman concludes the account of his journey "On the Track of Ulysses." The fiction of the number embraces a story, "Braxton's New Art," by William Henry Bishop, and "The Price I Paid for a set of Ruskin," by Grace Denio Litchfield. In addition are the closing parts of Cable's "Dr. Sevier." and of Boyesen's Novelette. "A Problematic Character." "The Cœur de Alene Stampede" is a graphic account by Eugene V. Smalley of the growth and decline of the recent mining craze. The department of "Open Letters" is especially significant and timely.

ST. NICHOLAS FOR OCTOBER.—The last number of the present volume maintains the high standard of excellance that has marked it during the year—the best pledge of continued improvement in the future. The number opens with a paper, on "Slang," by Lucia Gilbert Runkle, entertaining and valuable to parents and children alike. With the title of "Another Indian Invasion," Mrs. Lizzie W. Champney contributes a pleasant anecdotal account of the Government School for Indians at Carlisle, Pa. The celebrated Lotos Club cat, Dick, is the subject of an appreciative sketch by his friend, Noah Books. Various scenes in his nine lives are illustrated by H. P. Share; "Lost on the Plains" is the title of a bright story by Joaquin Miller; and "The Romance of a Menagerie" is an account by J. R. Coryell of the remarkable friendship existing between little Donald Melville and "Queen," mother of the baby elephant "Bridgeport." An amusing Irish story by Fred D. Storey, entitled "Lanty O'Hoolahan," "Corney's Catamount" is the last of Louisa M. Alcott's popular "Spinning-wheel Stories," and "Louis of Bourbon, the Boy King" finishes E. S. Brook's Historic Boys" series. Maurice Thompson brings 'Marvin and his Boy Hunters" safely home and E. Vinton Blake's sparkling story, "The Dalzells of Daisydown," comes to a close. Alfred Brennan and Frank Bellew illustrate their own contributions, and there are contributions literary and artistic, by Mary Hallock Foote, Margaret Vandegrift, Geo. F. Barnes, Amanda B Harris, Culmer Barnes, and many others.

OGILVIE'S HANDY BOOK of USEFUL INFORMATION, is the title of a modest little book of 128 pages we have just received, which contains more information of practical value than many books that cost from $2 upward. It contains statistical tables of practical value for every department of human effort, and we can assure our readers that they will find something of great value in this book. Published by J. S. Ogilvie & Co., 31 Rose street, New York.

The schooner Unanila arrived at Buffalo on Friday with torn sails.

THE WORLD'S INDUSTRIAL AND COTTON CENTENNIAL EXPOSITION

New Orleans.

Opening December 1, 1884; Closing May 31, 1885.

—UNDER THE AUSPICES OF THE—

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TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	°1 10 A M	°12 05 A M
No 8, N Y, B & A Express	°6 35 A M	°7 00 A M
No 26, Elyria Accommodation	†8 05 A M	
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	°1 55 P M	°2 25 P M
No 14, Special N Y & Bos Express		5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	°11 55 A M	°12 05 A M
No 23, Mich Express via Sandusky	°2 15 A M	°2 35 A M
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 10 A M
No 21, Toledo Ex via Norwalk	†12 55 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 15 P M	12 40 P M
No 9, Chi Pac Fx via Norwalk	°6 06 P M	°6 30 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—° Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and counections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

GOLD for the working class. Send ten cents for postage and we will mail you *free*, a royal, valuable box of sample goods that will put you in the way of making more money in a few days than you ever thought possible at any business. Capital not required. We will start you. You can work all the time or in spare time only. The work is universally adapted to both sexes, young and old. You can easily earn from 50 cents to $5 every evening. That all who want work may test the business, we make this unparalled offer; to all who are not well satisfied we will send $1 to pay for the trouble of writing us. Full particulars, directions, etc., sent free. Fortunes will be made by those who give their whole time to the work. Great success absolutely sure Don't delay Start now. Address STINSON & Co., Portland, Maine.

A PRIZE. Send six cents for postage, and receive free, a costly box of goods which will help you to more money right away than anything else in this world. All, of either sex, succeed from first hour. The broad road to fortune opens before the workers, absolutely sure. At once address, TRUE & Co., Augusta, Maine.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, June 8, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart.
No. 8, Columbus, Cincinnati & Ind Ex	7:00 A M
No. 26, Galion & Wheeling Express	6:40 A M
No. 9, Col., Cin., Ind & St. Louis Ex	°6:40 P M
No. 5, Col Cin., Ind. & St. Louis Express	°12 35 P M
No. 27, Galion & C.L & W. Acc	4:00 P M
No. 29, Massillon & Ulrichsville Ex	5.00 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	°6:40 A M
No. 20, Uhricsville & Massillon Ex	9:00 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind.. Cin. & Col. Ex	°4:45 P M
No. 22, Galion Acc	10:00 A M
No. 26, Wheeling Accom	4:30 P M
No. 4, Col., Cin & N. Y. Express	1:15 A M

Trains marked ° daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.
CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:05 p. m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m., Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m., Corning 12:07 p m. Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m., Baltimore 8:19 a. m.

4:11 p. m. MAHONING AOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p. m.

10 35 a. m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East.

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L. FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel,

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect June 1. 1884, and until further notice:

GOING EAST.

Lv. Chicago	7.50 a. m.			
Arr. Valparaiso	9.45 "			
" Fort Wayne.	1.30 p. m.			
" New Haven..	2.05 "			
" West Leipsic.	3.56 "			
" Arcadia	4.49 "			
" Fostoria	5.00 "			
" Green Springs	5.45 "			
" Bellevue	6.10 "			
Lv. Bellevue	6.20 "		7.55 a. m.	
Ar. Lorain	7.50 "		9.16 "	Accom.
Arr Cleveland	9.02 "		10.22 "	
Lv. Cleveland			10.27 "	3.52 p. m
Arr Painesville			11.33 "	5:06
" Ashtabula			12 25 p. m.	6.08
" Conneaut			12.50 "	6.30 "
" Erie			2.09 "	
" Dunkirk			3.47 "	
" Buffalo			5.20 "	

GOING WEST.

Lv Buffalo	9.50 a. m.		
Arr Dunkirk	11.24 "		
" Erie	1.23 p. m.		Leave
" Conneaut	2.20 "		6.15a. m.
" Ashtabula	2.51 "		6.46 "
" Painesville	3.44 "		7 43 "
" Cleveland	4.52 "		8.55 "
Lv Cleveland	4.57 "	6.47 a. m.	
Ar. Lorain	6 12 "	7.35 "	
Arr Bellevue	7.35 "	9.10 "	
Lv Bellevue		9.20 "	
" Green Springs		9.44 "	
" Fostoria		10.22 "	
" Arcadia		10 34 "	
" West Leipsic		11.30 "	
" New Haven		1 85 p. m.	
" Fort Wayne		1.50 "	
" Valpraiso		5.42 "	
" Chicago		7.50 "	

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER, Gen'l Passenger Agent,

LEWIS WILLIAMS, General Manager. Cleveland, O.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, SEPTEMBER 25.

THE WELLAND CANAL.

In view of the fact that the Canadian government invites American tonnage to avail itself of the Welland canal and does not hesitate to collect toll from such tonnage, the American shipmasters and the American press have license to complain in case the facilities it offers are not sustained and the privilege of suggesting that, while they are working for a standard depth of fourteen feet, they profit by past experience and make it sixteen or eighteen feet, to accommodate the growing dimensions of lake vessels. Statistics show that if the Welland canal can be deepened sufficiently to permit a larger class of grain carriers to enter Lake Ontario the matter of tolls will, to a certain extent, be lost sight of and the economy that the free Erie canal makes possible will not prevail against the many natural advantages of the Welland, or, in other words, the lake carriers can continue their successful competition with railroads for all time. The average freight rate from Chicago to New York in 1883, by lake and canal, was 8.30 cents, and the average for the last ten years 10.39 cents, while during the same time the all rail freights were respectively 16.50 and 17.80 cents, and the average rate from Chicago to Montreal 9.81, which shows an advantage in rates of .58 for Montreal over New York, but which apparently has not been sufficient inducement to divert the grain trade from the Erie canal, as the speculative and, therefore, more speedy and higher market in New York more than overbalances this saving in carrying rates. Erie, therefore, holds her notable position as a successful competitor of the six railroads running parallel to her course, although they have done all in their power to destroy it, even making contracts at from 30 to 50 per cent reduction on condition that no shipments be made by canal.

The fact that the Dominion of Canada has recently considered measures for deepening Welland canal to a uniform standard of fourteen feet, however, does not in the least mitigate the evils of detention that all vessels have to contend with at present when drawing over eleven feet ten inches, although the draft may have been measured at Port Colborne, and a written pass, guaranteeing passage to a vessel drawing twelve feet, issued to the master. That much dissatisfaction on the part of masters, owners and shippers has been the legitimate result of this condition of affairs is but natural, and in one instance, at least, when just indignation has been expressed too loudly, or with too much vehemence, the officer who had the temerity to give utterance to his displeasure has been arrested and fined. If the town or village under charge of collusion with the management of the Welland canal, that it might reap the benefits accruing from the detention of vessels at its doors, does not desire to remain under the onus of this expressed opinion, let it take the necessary measures for the removal of the cause by immediate petition to parliament, asking for better management of the canal, which, if granted, will enhance its location tenfold. If the inadequacy of the Welland canal to meet the requirements of the growing commerce of the lakes, devolves entirely upon the manager of the canal, the chief engineer of public works in Canada, not only from lack of vigor and enterprise, but ignorance of the proper management of the important work under his charge, we insist that it is but right that he should be deposed and an appointment made which will insure the accommodation of the requirements that must and will be made upon it. The fact that it is purposed to deepen the canal to fourteen feet does not furnish criterion for belief that commerce will be any better accomodated than it now is, in the event of the present management remaining, as a guarantee of twelve feet is of no earthly account whatever, when a vessel drawing eleven feet ten is detained from eighteen to twenty-four hours before being permitted to pass, on account of low water in the acqueduct, which is supposed to be on a level with Lake Erie, and in consequence of the lock at Port Colborne being left open, the lake draws the water out of the acqueduct during a high wind. This being the probable cause of the nuisance of detention, the remedy is apparent, viz.: let the lock at that point be kept closed.

THE VALUE OF FIRE TUGS.

The necessity of a fire tug in the Cuyahoga was once more clearly demonstrated on Sunday last, during the conflagation in Brown, Strong & Co's lumber yard. There is no room for argument, the evidence is all on one side. Having miles of river frontage, along which is stored all the freightage of our vast commerce, the crying need of such protection is self evident. The incendiary character of the last fire, has roused apprehension to the highest pitch, and all owners of property are free to confess that they greatly fear still further outbreaks. On two different occasions, recently Cleveland has been obliged to send outside of the city for fire engines. Of course the people called upon complied cheerfully, but a city the size of Cleveland ought not to be obliged to call for aid upon her neighbors and thus cripple temporarily their fire-fighting resources. The most promenent fact connected with the last fire was that the presence of a fire tug would most assuradly have saved Brown, Strong & Co's lumber yard. The engines were all engaged in the yard of Monroe Bros. & Co., playing on a lumber store house when a fire in the midst of the former yard, started by incendiaries, was discovered. The hose was all unreeled, horses were unhitched and they were in that unprepared condition which made a change of place of operations, and the obtaining of water from a new source a matter of considerable time. Meanwhile the new fire, easily within reach of a fire tug in the river, burned on until it gained a headway that could not be checked. After these repeated warnings the city will be much to blame if a fire tug is not speedily added to its fire extinguishing force, and we take much pleasure in noting the unaminity with which the necessary preliminaries were discussed in the council chambers on Monday evening, a report being recommended for the immediate appropriation of $50,000 to purchase a fire tug and horse engines.

THE LUMBER FIRES.

The burning out of two more large lumber dealers on the river, Messrs. Monroe, Bros. & Co., and Brown, Strong & Co., puts an ugly look on the whole business, and places it altogether without the range of "fate and metaphysical aid." It is clearly the work of incendiaries. In the search for motives, were we to trace cause to effect, as they do in court, and take the effect as the circumstantial instigator, it would not be difficult to place the responsibility, but in this case we do not think such a course of reasoning would do at all. The fires were undoubtedly started by lawless and thoughtless men, whose minds saw nothing beyond the mischief they were perpetrating. A few more extensive lumber fires of the dimensions involved in these fires on the Cuyahoga will create a movement in the sluggish market as unexpected this year as it would be strange and unnatural in its source.

THE term of C. E. Coon as Acting Secretary of the Treasury under the special designation of the President expired Wednesday. No warrants for the payment of money from the Treasury can be issued after that day unless the existing vacancy in the office of Secretary shall have been filled before that date. It is expected, however, that the appointment will be made to-day. The friends of Mr. Coon are still sanguine that he will receive the appointment.

THE government buoy off Point Peninsula, Green Bay, which was reported out of position, was found by Commodore Cook, lighthouse inspector, to be in its proper place, and has been so all the season. A private buoy, placed by the barge Fayette inside the government buoy for her own convenience, has been mistaken for the government buoy and misled vessels.

THE CAPELLA.

The little schooner Capella, which has enjoyed the distinction of being the smallest sail vessel regularly engaged in lake commerce, went to pieces early yesterday morning by running on the north pier. Her crew, consisting of H. Nelson, her captain and owner, and his son, escaped by jumping on the pier. The Capella has been in active operation since 1850, when she was built at Algonac by H. Nelson. She left this port early Friday evening bound for Michigan light and had got only a few miles down the lake when she was caught aback by the northerly wind which sprung up just before midnight. Her foregaff was broken and her foresail so badly torn that Captain Nelson concluded to put back for the harbor. Before the Capella reached the breakwater several tugs were sighted and their masters were requested to tow the little vessel in. They all passed her by, and in her disabled condition she could not weather the north pier and reach the harbor. She passed inside the exterior breakwater, went directly before the wind, because without her foresail she could not be worked up so as to round the pier. Captain Nelson says he mistook the beacon for the pierhead light, and as he kept the Capella's course directly for it, he did not discover his error until it was too late to keep her off the pier. There was considerable sea running at the time and it did not take long for the little schooner to pound to pieces against the pier. The lookout on the life saving station saw the disaster and roused the crew, who went to the rescue in the surf boat, but arrived too late to render any assistance. Almost the only part of the Capella which remains whole are her two spars. She was valued at $1,000.—*Inter Ocean.*

HARSEN'S ISLAND RANGE LIGHTS.

ALGONAC, MICH., September 18.

Are owned and kept by the undersigned. Upper light, red; lower light, white, showing north, abreast of Algonac in the south channel at the head of Harsen's Island, which divides the north and south channel of St. Clair river, where a large shoal extends north from the head of the island.

The lights are kept in the interest of the lake marine and depend for their keeping upon the voluntary contributions from vessel owners and captains. These lights are kept in first class order, and are proven to be a great benefit to vessels navigating the great lakes and rivers, especially the larger class, for the following reasons:

1st. These range lights are opposed by tug owners—who claim that propellers and other boats do not ground there, thus depriving them from earning large sums of money, as they formerly earned, in wrecking and pulling at vessels grounding thereon.

2d. Tug boat owners are not solicited to pay for maintaining the lights, as such an attempt would be useless, as the lights would deprive them of a large source of revenue in wrecking—as above stated, which cuts us from their patronage.

3d. That prior to putting up the lights, most any morning following a dark night, could be seen stranded on the shoal, from one to six propellers with their consorts, and other boats, causing the expense of thousands of dollars annually to the vessel owners, all of which is now saved to them.

4th. The efficiency of the lights is also proven by the fact that up to this date not one steamer or propeller has been aground during the present season, only two vessels towing and they in daytime, towing up by not following range. This alone should satisfy boat owners of the great benefit they received from said lights, and should prompt them in making liberal payment for their maintainance.

The lights will be kept running until the close of navigation.

During the balance of the season vessel owners and captains will be requested by our agent, Captain James Miller, of Marine City, to contribute toward the lights, and we hope they will be liberal in their patronage, on which we depend largely for continuance of the lights other years.

Very respectfully,

JOHN M. ROBERTSON,
ALBERT L. HATCH.

[*Continued from 1st Page*]

Detroit. The round-trip dollar days to Detroit and return, are Wednesday and Saturday, as usual. The line has carried more passengers this season than ever before, and under the new management the steamers are more skillfully managed. The line promises to broaden out into a usefulness and popularity at once profitable and gratifying to the management, stockholders and friends. Henry Howard is president, C. A. Ward, treasurer, and A. N. Moffat, secretary and general manager.

The steambarge Iron Duke, which was aground at the southeast bend, was released by lightering her cargo. The fog set in at midnight, and stopped all passing craft until morning.

TWO RIVERS.

The schooner Bessie Boalt, bound from Leland for Milwaukee, with a cargo of wood, capsized off this port at 9 o'clock Sunday morning. Her crew are here all safe, but the wreck is drifting about at the mercy of the weather and likely to become a total loss. Captain Charles Smith, her master, has telegraphed for a tug and will endeavor to save the vessel if she does not sink. The Boalt was exposed to the heavy northeast gale which raged on Lake Michigan Friday night, during which she sprung a leak. Her crew pumped all day Saturday and throughout the night, but they became fatigued and the vessel waterlogged. Her cargo was all that saved her from going to the bottom. When she capsized off here the crew took their yawl and reached shore. The Boalt is owned by Theodore Consul, of Milwaukee, but hails from Chicago. She was built at Ahnapee by Boalt 1868, registers 173 tons, is classed B1½, and is valued at $3,000.

PORT ONTARIO.

On Friday last the steambarge Eagely, from Henderson, loaded with stone for E. Hemans, of Port Ontario, in going into the harbor ran upon the bar and became fast. After some trouble and delay she got off and into the harbor without damage, with the assistance of Captain Parker, of the life saving crew of Texas.

BAY CITY.

The crew of the propeller Metropolis reached Bay City yesterday evening from Alpena, and report that the propeller Manistique is on the rocks at Black River in a very dangerous place. The Manistique was built by Linn & Craig, at Gibraltar, in 1882, measures 474 tons, classed A2 and valued at $40,000. She is owned by Alger, Smith & Co., Detroit.

The new steamship Australasia, on her maiden trip with a cargo of 17,000 barrels of salt for Chicago, struck off Point Lookout on Tuesday, but released herself without damage.

KINGSTON.

A dispatch to the Ontario from Bayside says: "The tug Sherwood, owned by the Rathbun Company, was burned last evening at the Grainger's wharf, Sidney. She had taken a tow of cedar from Trenton to Deseronto in the morning, and was returning in the evening for a raft of logs. When opposite the Grainger's wharf, the captain states, he noticed fire near the engine and going to the wheel house he took the wheel and ordered the men to go and extinguish the blaze. The captain at once headed the tug for the shore, but the fire spread so rapidly that before reaching land he was driven from the wheel and the engineer had to jump overboard. Fortunately the tug was headed for the wharf which she struck, carrying a full head of steam, in less than five minutes from the time the fire was discovered. There were six men and a woman aboad. Those who could swim got on shore, and by shoving out rails managed to save the others. Everything aboad, including the books were burned.

DETROIT.

Special to the Marine Record

September 23.—The usual routine of marine matter in this section is about exhausted. It is true there are transient incidents that occur which, to the general reader, would be of no interest whatever. But let it be remembered that on September 18th, the date of the last issue of the MARINE RECORD, was the anniversary of the first shipwreck and loss of life on these northern lakes. On that date 205 years agone the brigantine Griffon met her fate on Lake Michigan soon after leaving Green Bay with a cargo of furs. On the date of her departure, or within a few hours thereafter, on leaving Green Bay, she was engulfed, and all on board, consisting of six lives, lost. It is a little remarkable that this craft, the first to float on fresh waters, should prove the record of the first fatal disaster and loss of life which ever occurred. The details of the construction and voyage of this ill-fated craft have been already furnished your readers, or I would gladly give it to them in detail. But let us follow up the next and few following casualties after the Griffon. The Gladwin, Beaver and Widow's Son were next, but, fortunately, with no loss of life in either instance. I want you to say to some of the historians who have put on their wisdom wigs regarding lake history that they must keep on the correct track or I will be after them.

Contrary to general expectation, the launch of the new steamer Syracuse at Wyandotte has been deferred in consequence of her machinery not being placed on board. On Saturday of the present week she will probably be floated. The Albany, the sister ship, made her trial trip on Saturday, and her movements proved satisfactory to all concerned. She is a good twelve-mile boat and her arrangements throughout are entirely satisfactory. In short, the Kirby Brothers now stand at the head of naval architecture, and it must not be forgotten.

Being a sailor from my earliest youth and dating back to 1832, and now in my seventy-first year, I am not unmindful of sailors' interests as well as owners'. But since that early period of lake history times have changed, and we no longer ship crews for the season, and the programme, mark ye, is also changed. The sailor is no longer retained at the old-time wages of $16 per month, but now must jump on the dock on arrival in port, after a sail of perhaps a three days' voyage at $3 per day. Now, if sailors cannot afford to sail for $2 to $3 per day is there not any other employment to be had and starvation kept from the door, instead of exercising tyranny and forbidding the employment of those who are willing to work for the best wages offered. But no, there appears throughout the lake region a body of men who declare that none, unless of their way of thinking, has a right to live on these fresh waters, that he must belong to a secret conspiracy, and if not, the vessel must leave port without a crew, as was instanced a day or two since when a vessel was compelled to leave this port without a crew on board. I would not detract justice from the sailor, but give every dollar he should be entitled to, but that man is not a sailor who will forbid his shipmate to work as best he can for the support of his family.

The rivers have been rendered difficult of navigation for a few nights past, owing to dense fog and smoke, which has resulted in several vessels stranding in the rivers. The Oswegatchie, J. C. Harrison, Iron Duke, with others, struck here and there, but with no serious results.

The new steamship Albany left this (Tuesday) morning, on her maiden voyage, for Buffalo, with 77,000 bushels of wheat on board.

The tug Phœnix, formerly the I. U. Masters, left here Sunday night with wrecking outfit to go to the relief of the schooner J. Kelderhouse, reported stranded on Lake Michigan, but on reaching Port Huron the rumor proved to be unfounded and she returned.

The schooner Monticello has been righted up and has steam pumps on board to pump her out. She will be brought to drydock to-day.

Lake freights remain unchanged at this point and wheat, being the principal grain shipment, is quoted at 1¾c to Buffalo. The schooner Pandora has been lying two weeks at Windsor waiting for a cargo.

The new steamship Wm. Chisholm, bound up a few nights since, got ashore on Lake St. Clair about 400 yards to the north of St. Clair ship canal, but was lightered off without damage.

The divers finished patching the schooner Monticello and she was pumped out and is now in Springwell's drydock, where she will be repaired.

The weather continues foggy and smoky, causing much delay to the shipping.

J. W. H.

BUFFALO.

It is said that Captain Robert Jones, of the Western Transit Line propeller Vanderbilt, will take command of the new steel steamship Syracuse, soon to be launched by the Detroit Drydock Co., and that John Cornish, first mate of the Chicago, will be appointed to the vacancy on the Vanderbilt.

Section 4,405, Revised Statutes, says: "The grade of an engineer or pilot shall not be raised, during the time for which his license was granted, by any other than the inspector who granted the same, nor by them unless proper reasons are assigned therefor, which reasons shall be endorsed on the new certificate." The above being the rule governing the promotion of engineers' papers, it is evident from the facts that if the Buffalo inspector has promoted the papers of the late second engineer of the Keweenaw some mistake has been made in regard thereto, or that he does not understand the implied sense of the rule. The engineer in question received his papers as second engineer at Detroit, where he should have applied to have them promoted at their expiration. If said inspector is at fault in overstepping his jurisdiction it would be a matter of prudence, in the interest of right and justice, for him to correct it as far as it lies in his power.

Captain James Davidson's new steamship Australasia has been documented here and her papers mailed to Bay City.

By lake last week were received at Buffalo 1,484,740 bushels of wheat, 1,070,390 bushels of corn, 128,500 bushels of oats, 180,190 bushels of rye, a total of 2,863,820 bushels, besides 70,790 barrels of flour. Canal shipments amounted to 1,085,460 bushels of wheat, 377,940 bushels of corn, 934,270 bushels of oats, 117,080 bushels of rye, a total of 1,714,750 bushels. Coal shipments by lake for the week were 44,070 tons, and for the season 1,006,110 tons.

The steamer Keystone, with the schooners J. G. Masten and C. J. Wells, arrived with grain from Chicago. The reports of the breaking up of this tow on Lake Michigan, September 13th, were greatly exaggerated. They left Chicago at 9 o'clock in the morning, and, at 11 o'clock the same evening, the wiud being from the southeast, the Keystone let go the schooners. This was off Racine. The steamer afterward picked up the Wells and went on. The Masten did not lose her jibs until the 15th, and there was not much of a blow even then. The sails were old, and therefore blew away. The next day the Masten made Cheboygan harbor. As near as can be learned the Keystone has not power enough to tow the two schooners, and making bad headway at the time mentioned, let go the lines. Captain Maurice Langan, before the Masten left Chicago, resigned as master, and will leave her. He says she is abundantly able to take care of herself at any time with proper management. George L. Colwell, owner of the tow, is here.

Captain G. Townsend was appointed master of the schooner J. G. Masten.

The non-union sailors on the schooner C. P. Minch were on Monday discharged at this port, and a crew of union men put on. The discharged men refused to accept their wages and a posse of police was called to protect the new men. The old men claim the captain had no right to discharge them here, as they were hired for the round trip. It is probable that they will libel the vessel on her return.

The body of Joseph Cartura, deckhand of the propeller James Fisk, Jr., who has been missing since last Thursday, was found in Main street slip and identified by his brother. He hailed from Cato, St. Paul, Canada.

The new propeller Waldo Avery arrived with corn from Chicago on her first down trip. She is a handsome and powerful cratt. On her way in, and while passing the Lackawanna trestle she took a sheer, and her stern struck the jibboom of the schooner Redwing. The water in the creek is very low, and the steamer struck the bottom. Her cabin-deck on the port side was damaged. The Redwing suffered no damage.

Arguments on the demurrer in suits against Lorenzo Dimick will be heard in the Superior Court Saturday. O.

DULUTH.

Special to the Marine Record.

There is at present 5,000 tons of ore in the pockets at Agate Bay. The shipments average about 6,000 tons a week.

The Duluth Herald says another effort is being made to secure what is left of the cargo of the City of Winnipeg. W. H. Newton, a civil engineer of considerable repute, has been engaged to prosecute the search and the result will probably be that the machinery and whatever else of value is in her will be taken out in the course of a couple of weeks. The plan adopted for getting at the cargo is to build a temporary wall around the wreck so that the water can be pumped out. Mr. Lloyd will undoubtedly receive enough from the City of Winnipeg to amply repay him for the expenses he has undergone in exploring the wreck.

The Northwestern Transportation Company's steamer Quebec of Sarnia, reported lost with all hands between Michipicoten and Port Arthur on Saturday, made this port all sound from stem to stern yesterday the 21st. How the report originated is not known.

There is now twenty-five cargoes of wheat chartered ahead from this port to lower lakes; this is only a small per centage of what is to come.

Dredging operations under the new appropriations have commenced in Duluth Harbor. The work is now progressing systematically with a view to a better stage of water generally in the old dredged area, and in accordance with recommendations of the late somewhat severe report of chamber of commerce committee. Vessel men have not of late experienced as much difficulty as formerly, owing to the fact that the present stage of water on lake Superior is nearly a foot higher that usual.

Nepoleon Grignon is about putting a new dredge on the stocks for Williams & Upham, harbor contractors. Mr. Grignon is the pioneer shipbuilder of Duluth, having built several schooners and tugs entire and rebuilt many more. His last work was the Maggie Carroll, which is pronounced an excellnet tug in every way.

A drydock which will accomodate large vessels is getting to be an indispensable necessity at Duluth.

Flour rates from Duluth to Sarnia 10c. to Buffalo 15c. B.

ALPENA.

The wind has been blowing a gale from the southwest for the past fourteen hours. The propeller Manistique, bound for Black River, went ashore off that place last night. They scuttled her and telegraphed for a tug and pumps. If the wind holds in the present direction there is a fair prospect for her release, but in any event she is new and will stand a hard sea. The schooners Jennie, Neal and Germania came into the bay for shelter. The harbor tugs were compelled to go to their assistance to keep them off the beach. The propellers Hall and Garden City with consorts are in port.

SAULT STE MARIE.

On Thursday morning as the barge Chamberlain and tow was off the red stake above the canal, in slacking down the tow line between the Chamberlain and schooner John Martin caught on a large anchor which was lying on the bottom and lifted it and carried it along into the canal. On stopping a boat was lowered from the Martin and an attempt made to loosen the anchor from the tow line aud get it into the boat. By some miscalculation in doing this the anchor fell off and knocked one man into the water and caused him to drown, and struck another of the sailors and broke his leg. The injured man was taken to the fort hospital. The body of the other was recovered by a diver who also helped raise the anchor from the bottom of the canal.

CHEBOYGAN.

The schooner Alaska sprung a leak and stranded at Scott's Point twenty miles north of Beaver Island, Tuesday night, in a heavy southerly gale, and will prove a total loss, as recent heavy southwesterly gales have no doubt used her all up. The crew will save all they can. She was laden with ore from Escanaba and insured for $5.000. The Alaska, formerly Acorn, was built at Port Dalhousie by A. Muir in 1863, 316 tons burden, and was owned by A. Muir of Port Huron.

SANDUSKY.

The propeller Glidden, ore laden, from Escanaba, got aground in the inside channel here Sunday. She is drawing fifteen feet four inches and is on a place where craft more deeply laden had passed in safety during the whole season. It is thought that some obstruction has gotten into the channel there within the past few days, probably the filling in of earth caused by dredging in the outer channel.

About 3 o'clock Tuesday morning, the lake hereabout was enveloped in a dense fog, while the schooner Venus bound up with a cargo of coal went ashore at East Point, Kelley's Island. There was very little wind, and consequently she did not pound much. She hoisted her sign of distress, and the tug Davis, which was cruising about near by, steamed up to her, and, assisted by a fortunate rise of water, succeeded in releasing her before she had sustained any damage.

AMHERSTBURG.

The Echo says there is another yacht on the war path, here. Captain I. B. Mansfield is the owner of the craft and she will be known as the Navarre. On the 13th, the captain, Herman Kallman and "Jack" Deneau went in her to Detroit, as the latter claims, in two hours and ten minutes, with two stops for ballast. Jack says this is a first-class record and claims, with a strong fair wind, they would crowd the Dresden closely, for the distance

EAST TAWAS.

There was a heavy southwest gale on the 21st, during which the schooner Democrat burden was on good sand bottom to westward of East Tawas Salt and Lumber Company's dock. The damage is only trifling.

STURGEON BAY.

As the schooners Cecelia was leaving the pier at Jacksonport at 2 o'clock Tuesday morning she became unmanageable and went on the rocks. The tug Spaulding went to her assistance, but, as the wires are down, it is not known whether or not the vessel has been released. Both vessel and cargo are insured, but against total loss only. She was built in 1868, measures 175 tons, rates B1½ and is valued at $4,000. Jacksonport is on Lake Michigan, about Midway between Sturgeon Bay canal and Death's Door. There is a dangerous reef near the pier.

GODERICH.

The Canadian schooner Elgin is ashore and may prove a total loss at Michigan Bay. She has been on there for the past ten days and no effort has been made to release her. Captain M McGregor, of this vessel, has gone for the assistance of a wrecking outfit. He has a cargo of cedar for Sarnia and a large boiler on deck. She is full of water and much exposed to the northwest winds The Elgin is owned in Goderich, Ont., by George Ackom. She was built at St. Catherines by Shickluna in 1874, measures 290 tons, and classes as A2.

MILWAUKEE.

Special to the Marine Record.

The capsized schooner Belle Boalt was sighted off Manitowoc Monday morning, and the tug Welcome lett here to pick her up.

The barge Golden Age, coal laden, grounde in the north draw of Muskegon avenue bridge Sunday morning. The tugs Hagermann and Merrill worked on her some time, but were unable to move her. Another atetnpt will be made to release her in the morning, but should it fail, part of her cargo will have to be lightered.

The wrecked schooner A. B. C. F. M. reached here to-day in tow of the tug Cox, and will be docked.

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PILOT-RULES FOR LAKE AND SEA-BOARD.

Rules and regulations for the government of pilots navigating seas, gulfs, lakes, buoys, sounds, or rivers, except rivers flowing into the Gulf of Mexico, and their tributaries. Revised and adopted by the Board of Supervising Inspectors June 10, 1871, as authorized by act of Congress "to provide for the better security of life on board of vessels propelled in whole or in part by steam, and for other purposes," approved February 20, 1871, to take effect January 1, 1872. (Amended January, 1875, 1881, and 1882.)

RULE I. When steamers are approaching each other "head and head," or nearly so, it shall be the duty of each steamer to pass to the right, or port side of the other; and the pilot of either steamer may be first in determining to pursue this course, and thereupon shall give, as a signal of his intention, one short and distinct blast of his steam whistle, which the pilot of the other steamer shall answer promptly by a similar blast of his steam whistle, and thereupon such steamers shall pass to the right, or port side of each other. But if the course of such steamers is so far on the seaboard of each other as not to be considered by pilots as meeting "head and head," or nearly so, the pilot so first decided shall immediately give two short and distinct blasts of his steam whistle, which the pilot of the other steamer shall answer promptly by two similar blasts of his steam whistle, and they shall pass to the left, or on the starboard side, of each other.

NOTE. In the night, steamers will be considered as meeting "head and head" so long as both the colored lights of each are in view of the other.

RULE II. When steamers are approaching each other in an oblique direction (as shown in diagram of the fourth situation*) they shall pass to the right of each other, as if meeting "head and head," or nearly so, and the signals by whistle shall be given and answered promptly as in that case specified.

RULE III. If, when steamers are approaching each other, the pilot of either vessel fails to understand the course or intention of the other, whether from signals being given or answered erroneously, or from other causes, the pilot so in doubt shall immediately signify the same by giving several short and rapid blasts of the steam whistle; and if the vessels shall have approached within half a mile of each other, both shall be immediately slowed to a speed barely sufficient for steerage way until the proper signals are given, answered, and understood or until the vessels shall have passed each other.

RULE IV. When steamers are running in a fog or thick weather, it shall be the duty of the pilot to cause a long blast of the steam whistle to be sounded at intervals not exceeding one minute.

Steamers, when drifting or at anchor, in the fair way of other vessels in a fog or thick weather, shall ring their bells at intervals of not more than two minutes.

RULE V. Whenever a steamer is nearing a short bend or curve in the channel, where, from the height of the banks or other cause, a steamer approaching from the opposite direction cannot be seen for a distance of half a mile, the pilot of such steamers, when he shall have arrived within half a mile of such curve or bend, shall give a signal by one long blast of the steam whistle, which signal shall be answered by a similar blast, given by the pilot of any approaching steamer that may be within hearing. Should such signal be so answered by a steamer upon the farther side of such bend, then the usual signals for meeting and passing shall immediately be given and answered; but if the first alarm signal of such pilot be not answered, he is to consider the channel clear and govern himself accordingly.

RULE VI. The signals by the blowing of the steam whistle, shall be given and answered by pilots, in compliance with these rules, not only when meeting head and head or nearly so but at all times when passing or meeting at a distance within half a mile of each other, and whether passing to het starboard or port.

RULE VII. When two steamers are approaching the narrows known as "Hell Gate," on the East river, at New York, side by side, or nearly so, running in the same direction, the steamer on the right or starboard hand of the other, (when approaching from the west,) when they shall have arrived abreast of the north end of Blackwell's Island, shall have the right of way, and the steamer on the left or port side shall check her way and drope astern. In like case when two steamers are approaching from the east, and are abreast at Negro Point, the steamer on the right or starboard hand of the other shall have the right of way, and shall proceed on her course without interferance, and the steamer on the port side of the other shall keep at a safe distance astern (not less than three lengths) until both steamers shall have passed through the difficult channel.

RULE VIII. When steamers are running in the same direction, and the pilot of the steamer which is astern shall desire to pass on the right or starboard hand of the steamer ahead, he shall give one short blast of the steam whistle as a signal of such desire and intention, and shall put his helm to port; and the pilot of the steamer ahead shall answer by the same signal, or, if he prefer to keep on his course, he shall give two short and distinct blasts of the steam whistle, and the boat wishing to pass must govern herself accordingly, but the boat ahead shall in no case attempt to cross her bow or crowd upon her course.

N. B. The foregoing rules are to be complied with in all cases except when steamers are navigating in a crowded channel, or in the vicinity of wharves; under such circumstances steamers must run and manage with great caution, sounding the whistle, as may be necessary, to guard against collision or other accidents.

SECTION 4233, REVISED STATUTES. Rule twenty-four. In construing and obeying these rules, due regard must be had to all dangers of navigation, and to any special circumstance which may exist in any particular case rendering a departure from them necessary in order to avoid immediate danger.

RULE IX. All double ended ferry boats on lakes and seaboard shall carry a central range of clear, bright, white, lights, showing all around the horizon, placed at equal altitudes forward and aft, also such sidelights as specified in section 4233, Revised Statutes, Rule Three, paragraphs B. and C.

Local Inspectors in districts having ferry boats, shall whenever the safety of navagation may require, designate for each line of such boats a certain light, white or colored, which shall show all around the horizon, to designate and distinguish such lines from each other, which light shall be carried on a flag-staff amidship, fifteen feet above the white range lights.

The line dividing jurisdiction between pilot rules on western rivers and lakes and seaboard at New Orleans shall be the lower limits of the city.

*To follow in a future issue.

Captain William Smith, formerly wrecking master for the Mechanics and Traders' Insurance Company, has been placed in temporary command of the tug L. B. Johnson.

The barge Joseph was sold at marshal's sale in front of the custom house to Nelson Little and A. T. Kinney for $490. The vessel formerly was the property of Captain W. H. Reed.

Masters of vessels report that large quantities of shingles are floating around Lake Michigan. They are evidently from the deckloads of vessels which were caught in the recent storms on the east shore.

On the 18th the steambarge C. F. Curtis and tow, lumber laden, from Bay City to Tonawanda, stranded at Point Lookout, Saginaw Bay, in the dense smoke occasioned by the forest fires. A tug was sent to her rescue.

The tug John Martin released the schooner A. B. C. F. M. from the beach at Gill's Pier and towed her to Northport. The tug Coe will take her to Milwaukee. The tug Leviathan has gone to the schooner Alaska, ashore at Scott's Point.

The veteran lake and ocean navigator, Captain Charles Gale, is suffering under congestion of the brain at his home on the St. Clair river. Captain Gale is well-known to many old residents of Cleveland. Captain Henry Hackett sailed under him some forty years ago. He sailed vessels for Messrs. Park and MacLeod.

The schooner Erastus Corning is to receive from Messrs. J. W. Grover & Son an entire new set of lower sails. These are now ready for her in their lofts and will be taken by the Corning as soon as she arrives here.

The schooner Thomas Quayle is also receiving a new foresail from the same parties, while the rest of the Quayle's sails are being repaired and put in better condition.

The schooner Alaska, wrecked at Scott's Point, twenty miles north of Beaver Island, will prove a total loss. She had ore from Escanaba and was insured for $5,000 in the pool.

The schooner T. H. Howland, lumber laden, collided with the Eliza Gerlach on the 19th, in the Straits, twelve miles above Cheboygan, and the former was badly damaged and is unable to proceed under sail. The tug Morford has been sent to tow her to Chicago. The Gerlach is but little damaged. The Gerlach belongs to Gerlach, of Cleveland, and is valued at $6,000. She rates B1 and measures 271 tons. The Howland measures 299 tons and is valued at $8,000. She is owned by Anderson & Co., of Chicago, rates A2, and was built in 1872, by Rand & Burger, of Manitowoc.

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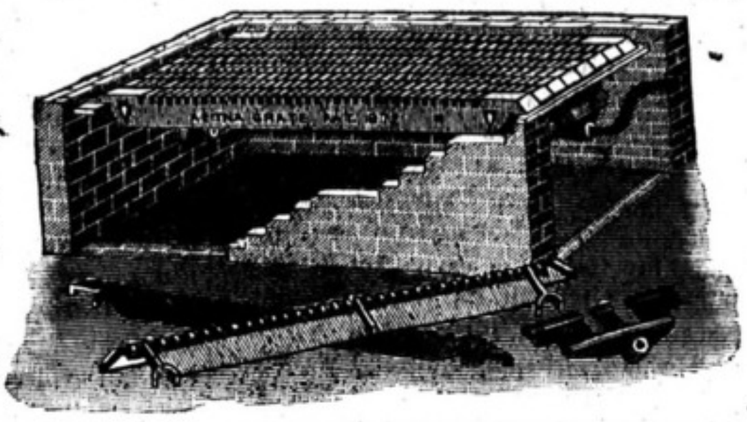

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One of the most powerful tugs on the lakes. She was built at St. Catherines by Shickluna, rebuilt in 1881 and measures 181 [new] tonnage. She is straight A2, with insurance valuation of $16,000, and can be insured for $19,000. Will sell quarter for $3,400; part cash, balance on easy terms. Address MARINE RECORD.

For Sale or Exchange,

Tug Annie Robertson.

Her length over all is 51 feet, breadth 13 feet and depth of hold 6 feet; draws 5½ feet of water; measures 9 24-100 (new) tons, and 18 24-100 old. Built in 1880 and rebuilt this spring, new deck frames and cabin, and machinery thoroughly overhauled. Engine is 14x14, boiler 8½ feet long and 4 8-12 in diameter and allowed 96 pounds of steam. Warranted in No. 1 condition and subject to inspection. Price, $3,360 cash. Inquire at MARINE RECORD OFFICE.

FOR SALE

STEAMBARGE MILWAUKEE.

Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long, 7 feet diameter; three flues, two 16 inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 144 Superior street, Cleveland, O.

FOR SALE,

A Fine Harbor Tug.

Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

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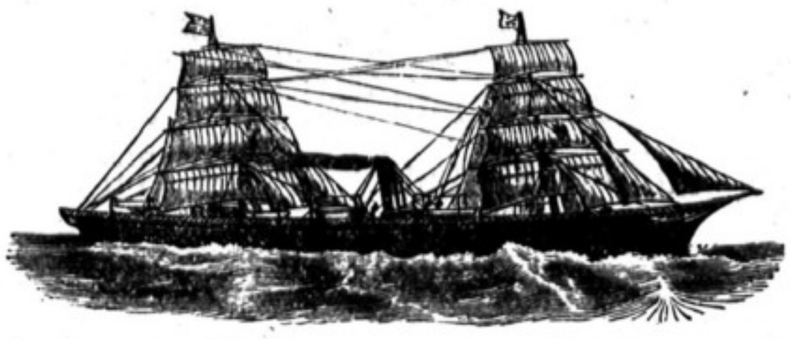

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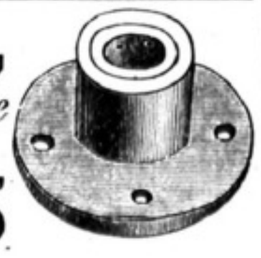

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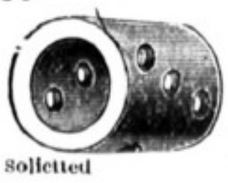

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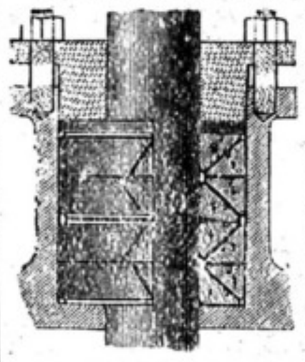

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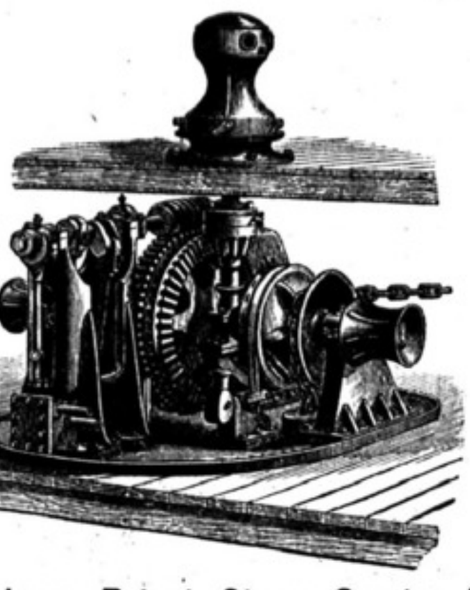

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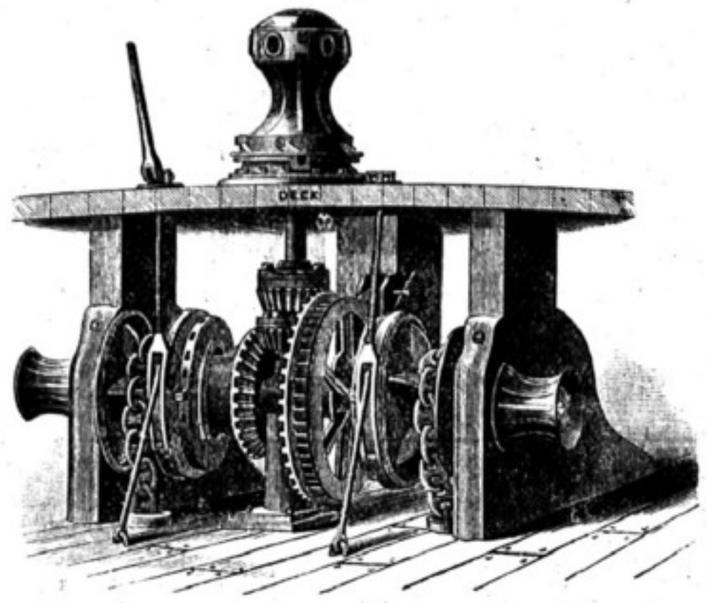

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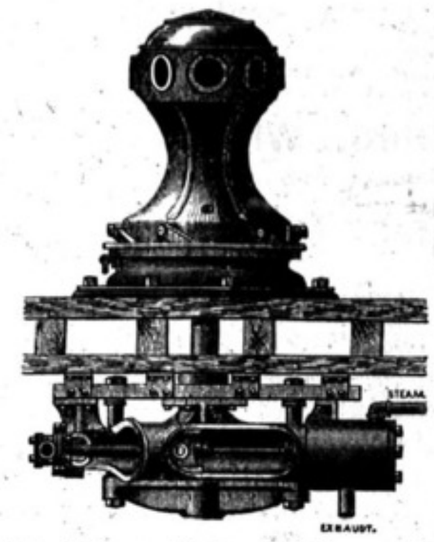

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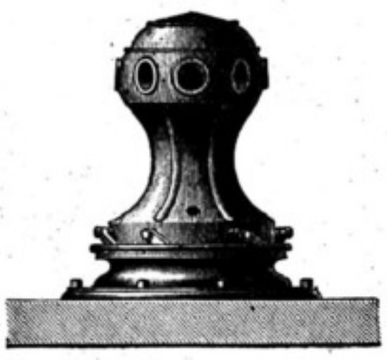

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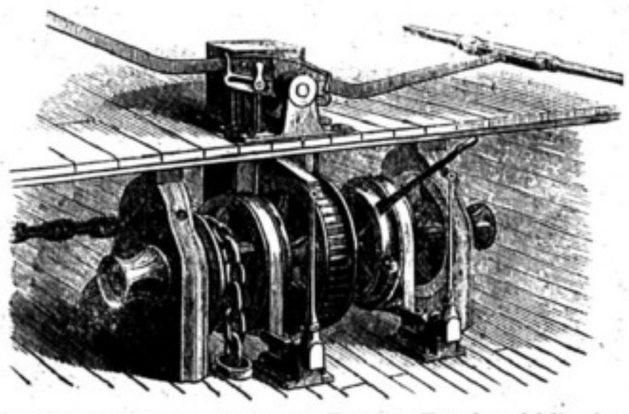

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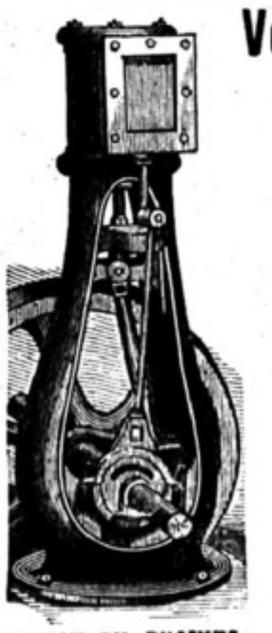

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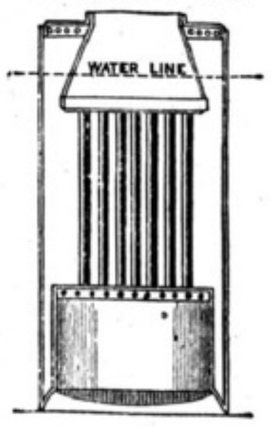

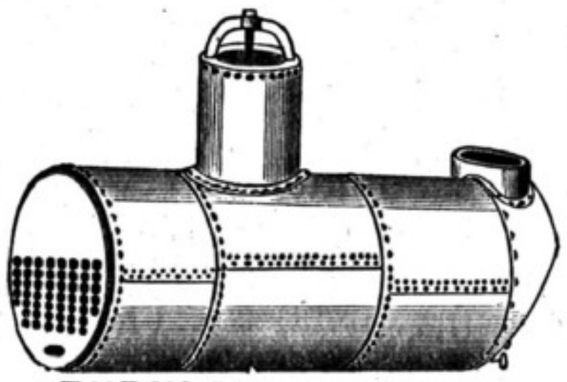

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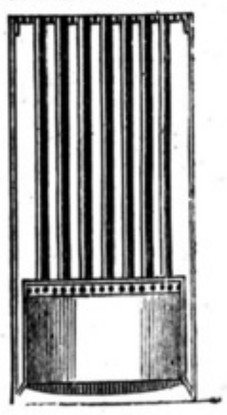

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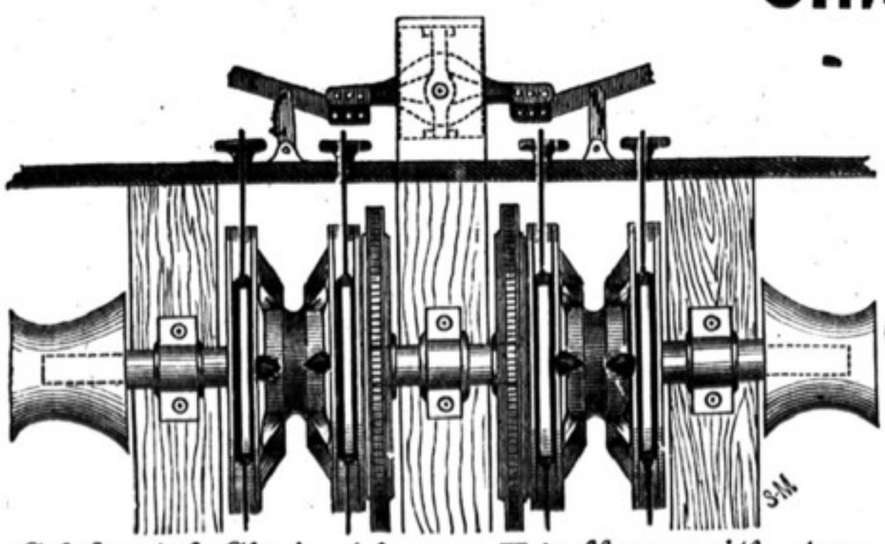

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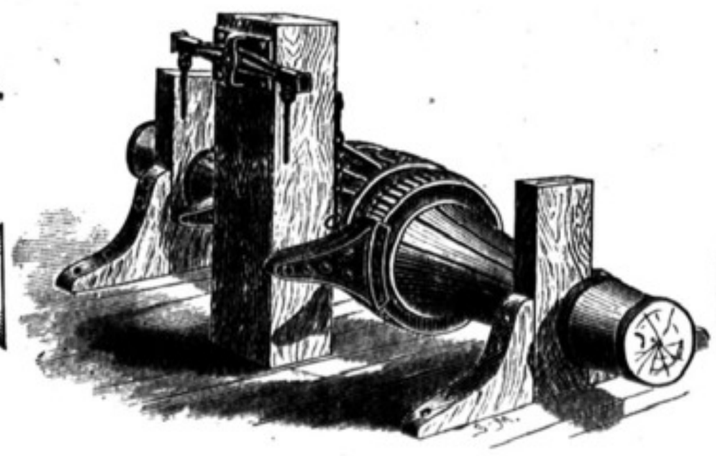

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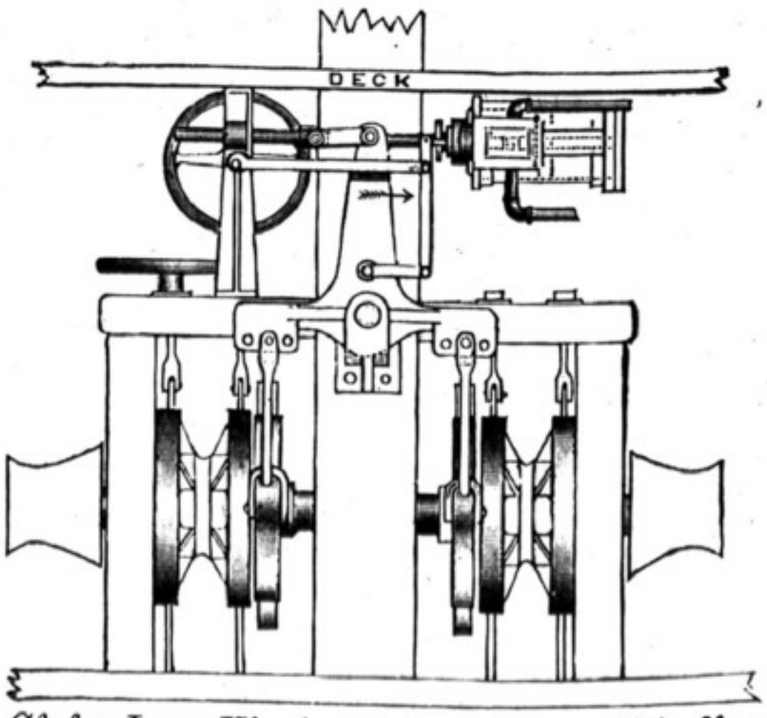

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